App. F. IX-4

P/789-31(1-2)

Previous References

PP57-36(1-6)

" Def 36-37

" (1) 46-36

Letter References. (1)6-37

1937.

(P.P.)

File No. 57-31

Serial Nos. 7-8

V

P-31

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 2

Part B for October 1937

SUBJECT.

Re uniform system of aerodrome licensing in Federated States

WD 0418—GPB—22,500—23-8-36

W Symon

21/10/37

Aerodromes and Landing Grounds in Indian States

2191

General and Revenue Secretariat | PP File No. 56 of 193 8 | [App. F. III—2

Serial No. 7

From

The Dy. of Civil Aviation in Chief
No. 06-46 of 30-9-37.

Forwarding a copy of revised Ch. IX of "Notes on the Preparation, Licensing and Operation of Civil Aerodromes and Landing Grounds." together with specimen copies of licensing forms, desiring that licensing systems to be adopted by the Indian States in order to ensure uniform standard of safety is maintained throughout India. Particulars of aerodromes should be promulgated for information in Notices to Airmen of their Pilots of India & Burma. Design, reports of construction and maintenance of aerodromes should be sent to him. Ruling States that any of the officers of Aviation Department, if desired, will be deputed for the assistance of State officers.

Subd: Copies of the publication, have been sent to the Chief Engineer and the Secretariat Library. 4 copies of the Ch. IV and a list of pilots ~~will be sent~~ with one copy of each form will be sent to

Aerodrome

Reg 9

NOTE—Contn. Sheet.

WD 0284—GPB—30,000—13-8-37

Aerodromes in Indian States

P P File No. 56 of 193 6

General and Revenue Secretariat

the Library and Copies of ~~the~~ the same

~~Director~~ with list of the copies of forms and a copy of the letter under reference will be sent to the Chief Engineer.

Subd. for Secretary & asst. agent

Mot. for approval

9.10 (illegible)

(illegible)

OFFICE OF THE
2068
12.00. 19
OF MYSORE

12/10

12/10

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13/10

13/10

8

0.37

(illegible)

(illegible)

To the Librarian to kindly take back the ... "Notes on the Preparation, Licensing and Operation of Civil Aerodromes and ... grounds" and a Copy of letter No. 09 of 30-9-37 from the Director of Civil Aviation in ~~India~~ to return the file.

Mis. 309.

Mot. 18.10. Book taken & the file sent for reference 20.10.37

Librarian for taking back the return of book and the file. The book may be kindly kept carefully as it is the only book available

21/10/37

1 2491 23-
P 83/

Telegrams.
AIRCIVIL"

OFFICE OF THE DIRECTOR OF CIVIL AVIATION IN INDIA.

SR 6.10.37

No.08-46 304

Dated Simla, the 1st September 1937.

DPD 56—30-7

From

The Director of Civil Aviation in India.

To

The Chief Secretary to
H.H.the Maharaja of Mysore,

Mysore State, Bangalore.

Aerodromes and landing grounds in Indian States.

-304-

Sir,

I have the honour to refer to this office endorsement No.07, dated the 12th November 1936 under cover of which a draft publication entitled "Notes on the Preparation, Licensing and Operation of Civil Aerodromes and Landing Grounds" was forwarded to you. I have now to forward for your information a copy of Chapter IX of this publication as now revised together with specimen copies of the licensing forms referred to therein. This chapter describes the system now in force in British India for the licensing of aerodromes under the Indian Aircraft Rules 1937.

2. In this connection I would draw your attention to paragraph iv(h) of the Government of India, Foreign and Political Department, Notification No.F150R/31, dated the 8th of August 1932 relating to the establishment of aerodromes etc. within State territories. Aerodromes in Indian States are not at present licensed under the Indian Aircraft Rules of 1937 but it is none the less desirable that similar principles should be observed by the State authorities with regard to the approval of aerodromes in their territories in order to ensure that a uniform standard of safety is maintained throughout India.

3. It is an advantage that particulars of the aerodromes which have been established in State territories should be

promulgated .....

promulgated for general information in Notices to Airmen or the Air Pilot of India and Burma but it is necessary to ensure that all such aerodromes are of comparable standard with those in British India which have been licensed. Where it is desired that particulars regarding an aerodrome in a State should be published it is therefore requested that a report on the ground may be forwarded to this Directorate in duplicate on Form C.A.97 and that the form should be certified by a person authorised by the Directorate as an approved inspector. A list giving the names and addresses of pilots and others who are so authorised is enclosed for your information together with a supply of forms C.A.97.

4. In addition, the State authorities are requested to forward an annual report to the Director of Civil Aviation, say on the 1st January each year, in respect of the aerodromes and landing grounds in their territories particulars of which have been published. This report should specify any modification or deterioration that has taken place or, alternatively, if the ground is in the same condition as at the last report it should be certified that

(a) no alteration has been made to the landing area or structures on the aerodrome or to the surrounding obstructions within 1,000 yards of its boundaries and

(b) no deterioration which might be likely to affect the safety of aircraft has taken place to the landing area or its approaches.

5. Three copies of Form C.A.89 are also enclosed. These are used to report on a site under consideration for development as a permanent aerodrome. This Directorate while not in a position to undertake the preparation of detailed aerodrome schemes on behalf of Indian States is always willing to offer technical advice as to the suitability of aerodrome sites, their preparation, equipment and ultimate layout. For this purpose the

report .....

report form C.A.89 should be completed and forwarded together with a map to show the position of the site and a plan of the site showing full details. In special circumstances arrangements can sometimes be made, if so desired, for one of the officers of this Directorate to be deputed to carry out an inspection to assist in the selection and planning of an aerodrome or the re-inspection of an existing ground. This is always provided that an officer can be spared for this duty and that the expenses of his visit are borne by the State.

I have the honour to be,
Sir,
Your most obedient servant,

Eric Rossiter

for Director of Civil Aviation in India

D.A. As referred to.
DR.31/8.

Letter No. 08-46 dated the 30th September 1937 from the Director of Civil Aviation in India to the Chief Secretary.

-----:0:-----

Aerodromes and landing grounds in Indian States.

I have the honor to refer to this office endorsement No. 07, dated the 12th November 1936 under cover of which a draft publication entitled " Notes on the preparation, licensing and operation of Civil Aerodromes and landing grounds " was forwarded to you. I have now to forward for your information a copy of Chapter IX of this publication as now revised together with specimen copies of the licensing forms referred to therein. This chapter describes the system now in force in British India for the licensing of aerodromes under the Indian Aircraft Rules 1937.

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3. It is an advantage that particulars of the aerodromes which have been established in State territories should be promulgated for general information in Notices to Airmen or the Air Pilot of India and Burma but it is necessary to ensure that all such aerodromes are of comparable standard with those in British India which have been licensed. Where it is desired that particulars regarding an aerodrome in a State should be published it is therefore requested that a report on the ground

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is always provided that an officer can be spared for this duty and that the expenses of his visit are borne by the State.

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GENERAL AND REVENUE SECRETARIAT,

No. (Camp) Mysore, Dated, the 16th October 1937.

Copy of the above with a copy of Chapter IX (revised) of "Notes on the Preparation, Licensing and Operation of Civil Aerodromes and Landing Grounds" together with specimen copies of the licensing forms referred to therein and a copy of the list of Pilots is forwarded, with compliments, to the Chief Engineer of Mysore, for information, in continuation of this office memo No.P.1036 dated 19th August 1937.

By Order,

18.10

for Chief Secretary to Government.

NOTES ON THE PREPARATION, LICENSING AND OPERATION OF CIVIL AERODROMES AND LANDING GROUNDS.

Chapter IX - System of Aerodrome licensing. (Revised)

1. General.

For the purpose of licensing, aerodromes are divided into two categories, private aerodromes and public aerodromes. The fees chargeable for the grant or renewal of a licence are as follows:

For a period not exceeding 3 months Rs.15/-

Exceeding 3 months but not exceeding 6 months Rs.20/-

Exceeding 6 months but not exceeding 12 months Rs.30/-

Before a licence is issued for a public aerodrome on a permanent basis the consent of the local Government concerned will be obtained and all aerodrome licences issued, whether private or public, will be notified to the local Government.

Aerodromes which conform fully to the physical requirements given in Chapter IV will be licensed as fit for all types. An aerodrome which is of insufficient dimensions or otherwise does not conform to the requisite standard for an "all types" licence will be subject to a special condition attached to the licence restricting the use of the aerodrome to aircraft of specified types and/or take-off performance. Aerodromes may be licensed for day flying only or for operation both by day or night.

Other special conditions may be attached to a licence as may be required by the particular circumstances. When considering the actual wording of the conditions of the licence much will depend, apart from the physical characteristics of the aerodrome, on the nature of the use to be made of the aerodrome.

The application for a licence must be submitted in duplicate and be accompanied by a report signed by an approved inspector with a map and plan, also in duplicate, and a Treasury Receipt (Form C.A.5) for the appropriate fee. If a licence is granted, one copy of the application form report map and plan will be returned with it and should be kept by the licensee annexed to the licence so long as it is valid. As an exception to this procedure, in the case of sites licensed temporarily for joyriding purposes (see paragraph 3 below),

one copy of the application form, report, map and plan should be retained by the applicant and annexed to the licence on receipt. When demanded by an officer duly authorised under the Indian Aircraft Rules, 1937, these documents and any other relevant papers must be produced with the licence by the licensee.

2. Application for a licence for a private aerodrome.

The form of application, C.A.93, should be completed by the applicant and the report form C.A.94, by a technically qualified person who has been approved for the purpose by the Director of Civil Aviation in India. The forms will be found self-explanatory.

Ground markings must be provided at a private aerodrome in accordance with Rule 104 of the Indian Aircraft Rules, 1937. A wind indicator must be displayed as stipulated in Schedule V, Section A, paragraph 5.

3. Application for a private licence for joyriding etc.

A licence for a site which is required for temporary use for joy riding etc. will usually be issued in the private category for a period not exceeding three months. In this event the licensing procedure and the requirements as to ground marking will be simplified. Instructions regarding application for such licences and the conditions to be observed will be found on Form C.A.93. In order to avoid the inconvenience of delay in the issue of the licence the aerodrome may be used for a period of one month from the date of inspection, pending the issue of the licence, as soon as application has been submitted, provided that the licensee complies with the recommendations of the approved inspector. The approved inspector should realise that the responsibility for ensuring that essential safety requirements are observed rests on his recommendations.

4. Selection and Preparation of a Permanent Aerodrome.

It is impossible to exercise too great care when selecting a site for a permanent aerodrome. So many factors have to to be taken into account and the best site for development is bound to be in the nature of a compromise between the following desiderata:

(1) Ease of access to city or town served.

(2) Supply services available locally.

(3) Cost of acquisition and preparation.

(4) Open surroundings and good approaches.

(5) Suitable soil and adequate drainage.

(6) Adequate landing area dimensions and level surface.

When the development of a permanent aerodrome is contemplated it is therefore advisable to obtain expert advice and the Preliminary Report Form (C.A.Form 89) should be completed by an officer of the Civil Aviation Directorate or a technical consultant approved for the purpose by the Director of Civil Aviation in India in respect of each of the sites contemplated for development.

These report forms can then be compared, when engineer's estimates of the cost of acquisition and development have been prepared, so that the site which appears the most suitable can be selected.

The report form in respect of the site selected for development should be forwarded to the Director of Civil Aviation in India before any actual expenditure is incurred in order that it may be confirmed that the site when developed as recommended could be granted a permanent licence.

When planning the aerodrome the layout of the aerodrome in its final and most advanced stage of development should first be evolved, even though it may be a very considerable time before funds are likely to be available for the complete project. Then with the fully developed plan as the final goal the initial stage of preparation should be planned so that wasteful expenditure will not have to be incurred through having to make substantial modifications as the aerodrome grows.

5. Application for Licence for a Public Aerodrome.

At a certain stage in the preparation of a permanent aerodrome the aerodrome will become fit for limited use and it may then be found convenient to obtain a temporary licence, in either the private or public category as may be suitable.

Application for a permanent licence in the public category should not be made until the first stage of development of the aerodrome has been fully completed.

Forms C.A.96 and C.A.97 should then be submitted, one being the licence application form and the other giving full particulars of the aerodrome.

Before the licence can be issued the aerodrome must be inspected by an officer of the Civil Aviation Directorate or some other technically qualified person approved by the Director of Civil Aviation in India.

6. Promulgation of Aerodrome Information.

A list of all the licensed aerodromes available for use by civil aircraft, other than temporary aerodromes the licences of which are valid for less than 6 months, will be publised in the Air Pilot of India and Burma.

The list will show the State or Province in which each aerodrome is situated, whether it is open to public use or private use and if any special conditions attach to its use, and whether it is fit for use by all types of aircraft.

New aerodromes as licensed will be notified in a Notice to Airmen which will be kept standing until such time as the list in the Air Pilot can be amended.

Full particulars of all aerodromes licensed for public use for a period exceeding six months will be published in the Air Pilot. Particulars of aerodromes licensed for private use will similarly be published with the consent of the licensee.

List of pilots authorised to select temporary landing grounds for use for purposes of carrying passengers for hire or reward.

Province	Name of pilot	Address.
Madras	1.Mr.H.L.Tyndale Biscoe	Madras Flying Club,Ltd.Madras
Bombay	1.Mr.N.Vintcent	Tata Sons Ltd., Bombay.
	2.Mr.B.K.N.Rao	-do-
	3.Mr.H.E.Mayes	-do-
	4.Mr.H.D.Bharucha	-do-
	5.Mr.R.Vaughan Fowler	Greens Hotel, Bombay.
	6.F/O J.A.Simpson.	Bombay Flying Club Ltd.Bombay
Bengal	1.Mr.W.Dougall	Indian Air Survey & Transport, Ltd.,Dum Dum.
	2.Mr.R.C.Kemp	-do-
	3.Mr.J.A.Chitambar	Bengal Flying Club Ltd. Dum Dum.
	4.Mr.R.P.Dargalkar	c/o The Maharaja of Mayurbhanj, Orissa.
United Provinces	1.Mr.N.K.Dubash	The United Provinces Flying Club, Ltd.,Cawnpore.
Punjab.	1.Mr.P.D.Sharma	Indian National Airways Ltd. Dyal Singh Mansions, Lahore.
Delhi.	1.Mr. Bhagat B.Lal	The Delhi Flying Club,Ltd.,
	2.Ft.Lt.W.H.Burbury	Indian National Airways Ltd.
	3.Mr.Alan T.Eadon	The Aeronautical Training Centre of India, Ltd.
Karachi.	1.Flight Lt.W.Jones	The Karachi Aero Club, Ltd.
Indian States.		
Hyderabad	1.Mr.A.W.Whitta	The Hyderabad State Aero Club Ltd.,Secunderabad.
Jodhpur	1.F/O E.H.Godwin	Jodhpur Flying Club Ltd.Jodhpur.
Kashmir.	1.A.C.Gazdar.	c/o His Highness the Maharajah of Kashmir.

R.G.2.

C.A.93.

1-

Indian Aircraft Rules, 1937.

Application For Private Aerodrome License.

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1. Full name and adress of applicant for the lecense.

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2. Naionality of applicant.

---

3. Situation of aerodrome (with reference to nearest railway station and town or village.) Province or State in which situated.

---

4. Place name by which the aerodrome site is to be known in all future references. Telephone No..(if installed.)

---

5. (a) Land Aerodrome.-Are you the owner or tenant of the land to be used an aerodrome or, if not, what rights do you hold over the land and for what period?

(b) Water aerodrome.-Who is the authority owning or having charge of navigation on the water area?

Has permission to operate been obtained; for what period and under what conditions?

---

6. For what period do you propose to use the aerodrome, if licensed?

---

7. (a) Will your own aircraft only use the aerodrome or do you propose to permit other aircraft to use it?

(b) Purposes for which the aerodrome will be used e.g.,joy-riding, air displays, miscellaneous commercial flying, flying instruction, private flying etc.

---

8. (i) Land aerodromes:-Do you undertake to-

(a) keep the landing area free from obstacles?

(b) display a wind indicator at all times, and keep the aerodrome boundaries clearly marked?

(c) Mark obstacles on the aerodrome on all occasions as may be necessary?

(ii) Water aerodromes:-Do you undertake, if natural arrangements are not adequate, to-

(a) indicate to pilots the area which is suitable for landing from time to time?

(b) display a wind indicator?

(c) keep the landing area clear of floating debris and, when necessary of other craft?

I hereby declare that the above particulars are true in every respect and that during the period the aerodrome is to be used, proper arrangements will be made for keeping spectators under control.

Signature of Applicant.....

Date.....

INSTRUCTIONS. 14

1. The questionnaire above is to be completed and certified by the applicant for the license. Form C.A.94 is to be completed and certified by a technically qualified person who has been approved by the Director of Civil Aviation in India and who has personally inspected the aerodrome site. A sketch plan of the aerodrome and its surroundings, and a tracing ~~form~~ from a one-inch map to be provided by the applicant to indicate its local position will be certified by the approved inspector of and annexed to the form.

2. Forms C.A.93 and 94 and the plan and the map mentioned in Instruction I ~~above~~, which are to be provided by the applicant must be prepared and forwarded in duplicate (except as mentioned in Instruction 5 below), together with a Treasury Receipt (form C.A.5) for the appropriate fee*to the Director of Civil Aviation in India.

3. In cases where the inspector recommends in Section 7 of form C.A.94, that certain work, etc., should be carried out, the licensee will notify the Director of Civil Aviation in India as soon as this has been done.

4. If a license is granted to the applicant, the duplicate copies of the application form with plan and map and of the report of the approved inspector will be sent with the license to the licensee, who shall annex them to the license and retain them, vide condition No.5 of the license.

5. Temporary License for Joy Riding etc.- A temporary licens for a site to be sued for joy riding, etc., may be issued subject to the following special conditions:-

(a) The license will usually be valid for not more than three months.

(b) The requirements mentioned at Section 8 above will be relaxed. During periods of actual use only the licenseewill be required to display a wind indicator ,to mark obstacles on the

15

landing area and to provide such boundary markings as the approved inspector may recommend. The appropriate entries should be made in Section 8.

(c) Instructions 1 to 3 above, will be complied with with the exception that one copy of Forms C.A.93 and 94 and of the map and plan will be forwarded to the Director of Civil Aviation and the duplicate copy will be retained by the applicant. The aerodrome may then be used by the licensee or by the individuals or by the individuals specially authorised by him during the hours of daylight, as if it were duly licensed, pending the issue of the license, for a period not exceeding one month from the date of inspection, provided that the recommendations of the approved inspector given in Sections 8 to 12 of Form C.A.94 are strictly observed..

Notes:-(i)If the applicant wishes to make use of the aerodrome during the hours of darkness, i.e, between ½ an hour after sunset and ½ an hour before sunrise, a special application will have to be made supported by the recommendations of an approved inspector.

* (ii) The fee for a license valid for a period not exceeding 3 months is Rs.15, not exceeding 6 months ,Rs.20 and not exceeding 12 months, Rs.30.

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C. A. 89.

PRELIMINARY REPORT ON AERODROME.

Report on site intended to be used permanently as a land aerodrome.

Note.—A tracing of a 1 inch map showing the exact position of the site and a plan to amplify this report (*vide* note to paragraphs 2 and 3) should be attached. This form should be rendered by an officer of the Civil Aviation Directorate, or a person approved by the Director of Civil Aviation in India to inspect aerodrome sites, or in the event of no such persons being available by some person having a practical knowledge of flying.

1. Name and Position.

(a) Name.

(b) Map reference. { 1" Map. / 1|1,000,000, Map.

(c) Latitude and Longitude.

(d) Nearest cantonment, civil station town, etc., and distance and direction from it.

2. Landing Area.

(a) Approximate dimensions available in various directions. (In the case of water aerodromes, describe the nature and extent of the water available with reference to shoals, currents, shipping, etc.)

N|S

NE|SW

E|W

SE|NW

(b) Height above mean sea level.

(c) Type of surface soil and nature of surface vegetation.

(d) Present condition of surface, *i.e.*, rough areas, undulations, etc.

(e) Average over-all gradient and direction of same.

(f) Details of any particular gradient exceeding 1 in 50.

(g) Existing drainage system if any, *i.e.*, dimensions and directions of local nullahs, water courses, etc.

(h) Depth below surface of sub-soil water in

(i) dry season.

(ii) wet season.

(i) Condition of ground after rain. (In the case of water aerodromes describe variations in level, extent, currents, floating debris etc.)

(j) Nature of subsoil, *i.e.*, clay, gravel, rock, etc.

(k) Work required to make the landing area fit for use—

(i) in dry season.

(ii) in wet season.

(l) Remarks as to any special measures which might be necessary (*e.g.*, to protect from destruction by rats, or to fence cattle, etc., from ground).

Note.—The boundaries of the landing area should be clearly shown on the plan to accompany this report and as far as possible the plan should show ground level contours or height levels.

3. Approaches.

(a) General description of approaches and surrounding country within radius of one mile, *i.e.*, wooded, open fields, houses, hills, etc.

North.

East.

South.

West.

(b) Nature and position of obstructions to the landing area which will require removal or reduction in height to make the site safe for use.

(c) Position and description of obstructions other than in (b) above which subtend an angle greater than 3° to the horizontal from the primeter of the landing area or which exceed 150 ft. in height above the landing area level and lie within 3 miles of the site. Particulars of any physical features in the vicinity which might cause the formation of down-draughts or eddies.

North.

East.

South.

West.

Note.—The position of obstructions within 1,000 yards of the site together with their height above ground level should be shown on the plan to accompany this report. As far as possible the plan should show ground level contours or height levels. Obstructions beyond 1,000 yards up to 3 miles should be shown on the 1 inch map.

19

4. Accessibility and services.

(a) Road—distance from site and distance to nearest town. Nearest motor transport and where obtainable.

(b) Railway—distance by road to nearest station.

(c) Nearest Telegraph Office and telephone. (State number if on site.)

(d) Nearest Electric Power supply.

(e) Nearest water supply.

(f) Nearest supplies of petrol and oil.

(g) Local accommodation.

(h) Nearest doctor and medical station.

(i) Local military authority.

(j) Local civil authority and nearest police station.

(k) Local W/T station.

5. Meteorological conditions.

(a) Prevailing wind at various seasons (including remarks as to diurnal variation of wind).

(b) Seasons for rain, dust storms or any other unfavourable phenomena.

(c) Prevalence of fog, ground mist, or low cloud on the ground.

6. Special precautions.

Remarks as to any special precautions which might have to be taken when using the site as an aerodrome or restrictions on its use which might have to be imposed. Would the site be suitable for an aerodrome to be used by night ? Is the site capable of being made fit for all types of aircraft ?

7. Future improvements.

(a) Manner in which landing area might be extended and improved: dimensions so obtained.

(b) Manner in which approaches to landing area might be improved.,

(c) Any diversions of existing roads power lines, etc., entailed in these improvements.

Note.—A plan showing the ultimate layout of the aerodrome may be furnished.

8. Land acquisition.

(a) Ownership of landing area.

(b) Willingness of owner to sell or rent the land (state terms if known).

(c) Ownership of land in which obstructions requiring removal are situated.

(d) Willingness of owner to allow obstruction to be removed or reduced in height (state terms if known).

9. Certificate.

I hereby certify that I have personally inspected this site and that all information contained in this report together with its accompanying maps, plans, etc., is to the best of my knowledge and belief correct and accurate and that no relevant fact or information has been withheld.

Signature of reporting officer.....

Qualifications .....

Date.....

L89CA—700—24-9-37—GIPS

C. A. 97.

REPORT ON PERMANENT AERODROME.

This form must be completed and forwarded in duplicate to the Director of Civil Aviation in India and be accompanied by—

(i) A Contoured Survey Map (Scale 1 inch to 1 mile) in duplicate shewing the aerodrome and its surroundings for a distance of at least three miles in all directions.

(ii) A plan in duplicate shewing the layout of the aerodrome in greater detail extending at least 1,000 yards beyond the aerodrome boundary (usual scale 200 ft. to one inch).

Name of Aerodrome.

1. Address.

(1) Aerodrome management. (Local authority in charge of aerodrome)

(2) (a) Telegraphic address and telephone number of the aerodrome.

(b) Hours of telephone attendance.

(3) Position of Aerodrome—

(a) Latitude and Longitude.

(b) Local landmarks.

(c) 1|1,000,000 Map sheet.

(d) 1" Map sheet.

(4) Permission required.

(In the case of a private aerodrome state whether prior permission should be obtained before landing and from whom.)

2. Landing Area

The precise boundaries of the landing area, buildings, specially prepared runways and aprons, are to be plotted on the plan together with details of ground level contours and the position of all aerodrome markings, wind indicators, etc.

In the case of a water aerodrome, describe the nature and extent of the water available, with reference to shoals, currents, shipping, etc.

Give particulars of :

(1) General nature of the surface of the landing area. State if there are any bad patches.

(2) Average over-all gradient and direction of same. Details of any gradient exceeding 1 in 50.

(3) Condition of surface after rain, and drainage.

(In the case of a water aerodrome describe variations in level, extent currents, floating debris, etc.).

(4) Nature of any specially prepared hard runways.

(5) Altitude of landing area above mean sea level.

(6) Aerodrome markings (number type and dimensions) :-

(a) Circle.

(b) Name.

(c) Corner markings.

(d) Boundary markings.

(7) Wind Indicators (non-illuminated).

(8) Can animals stray or graze on the landing area ? If so, what are the arrangements for clearing the landing area of grazing animals.

(9) Is equipment available for marking obstructions on the aerodrome immediately ?

3. Air Approaches.

(1) Plot on the map or plan precise location and tabulate below all aerodrome obstructions.*

(a) Along the border of the landing area.

(b) Surrounding the aerodrome.

(2) State any special precautions necessary when approaching or taking-off and the conditions under which such precautions are necessary. Particulars should be given of any physical features in the vicinity which might cause the formation of down-draughts or eddies.

4. Special signals.

(1) Plot on plan precise location and give all relevant particulars of following :—

(a) Signals to indicate the direction of landing when there is no wind.

(b) Other special ground signals and special signals at seaplane bases.

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*NOTES.—(1) An aerodrome obstruction is any object which is dangerous to aircraft in flight and situated within 1,000 yards of the aerodrome, measured horizontally outwards from the perimeter of the landing area. As a general guide it may be assumed that any object exceeding 75 ft. in height above ground level or if situated within 500 yards of the perimeter extending above a line drawn at an inclination of 1 in 20 to the horizontal from the nearest point of the perimeter would constitute such an obstruction.

(2) Any object situated within 3 miles of the aerodrome and exceeding 150 ft. in height above ground level should be here included, since such an object would constitute an airway or air navigation obstruction.

(3) The aerodrome plan should be used for plotting obstructions within 1,000 yards of the aerodrome boundaries and in the immediate vicinity of the landing area. Other obstructions within three miles should be plotted on the Survey Map (Scale 1 inch to 1 mile). No obstruction should be plotted on both plan and map. For convenience of reference obstructions should be numbered serially.

(2) State during what hours personnel to operate signals are available.

(3) Name any devices for assistance in case of bad visibility.

5. Lighting.

(1) State which of the aerodrome obstructions detailed at 3 (1) are lighted with fixed red lights or other form of lighting.

(2) State whether a landing floodlight is provided. In the case of a water aerodrome state if motor launch with searchlight is provided.

State if flares are provided (number).

(3) If landing floodlight is provided state whether—

(a) aerodrome flares are kept ready for emergency use.

(b) an illuminated wind indicator is operated.

(4) If all or any of the following equipment is installed give the particulars indicated below and plot positions in each case accurately on plan.

(a) *Aerodrome beacon*—

(i) Type.

(ii) Candle Power.

(iii) Code character.

(iv) Period.

(v) Normal range.

(vi) Approximate position.

(vii) Height above ground level.

(viii) When operated.

(b) *Landing flood-lights*—

(i) Number.

(ii) Type.

(iii) Approximate position.

(c) *Illuminated wind indicator*—

(i) Type.

(ii) Colour of Light.

(iii) Approximate position.

(d) *Boundary and approach lights*—

(i) Number.

(ii) Type.

(iii) Colour of Lights.

(iv) Scheme of positioning.

(5) State particulars of any illumination provided at re-fuelling and emplaning points.

(6) State period of notice required for operation of the above-mentioned equipment.

(7) Are portable red lights available for marking obstructions on the landing area immediately by night ?

(8) Are lights available for marking runways ?

6. Facilities for Aircraft.

(1) Refuelling.—The positions of the fuelling points, fixed picketing points, hangars and moorings should be plotted on the plan.

(a) Method of refuelling.

(b) Hours of attendance and arrangements outside these hours.

(c) Refuelling agents.

(2) Accommodation.

(a) Hours of attendance and arrangements outside these hours.

(b) Facilities for picketing aircraft in the open.

(c) State in respect of each hangar.

Length.

Breadth.

Head room (door height).

Width of door-way.

Structure (material).

(d) Hangar accommodation normally available to visiting aircraft.

(e) Details of slipways, cranes, moorings, motor launches, rowing boats and other facilities for seaplanes.

(f) Nature of electric power supply.

(g) Water supply.

(h) Guard at night.

(3) Repairs.

(a) Ground Engineers employed categories of licences and hours when staff is available.

(b) Tools, materials and spares available for minor repairs :—

Aircraft normally handled.

Engines normally handled.

(c) General statement as to repair shops and overhauls that can be undertaken (including instruments, W/T. equipment and parachutes).

(d) State provision (if any) for compass swinging. If compass swinging platform is provided, plot position on map.

7. Facilities for personnel and goods.

(1) Medical requirements.—State the nature of the equipment provided, and whether periodic medical inspection is carried out by local Red Cross Society.

(2) Arrangements made for dealing with injuries. (A copy of the Notice displayed at the aerodrome regarding medical assistance, ambulance facilities, etc., should be furnished.)

(3) " Crash " equipment—State the nature of the equipment provided.

(4) Facilities for Passengers.

Give particulars of the following or any other accommodation provided for passengers and pilots stating hours open in each case.

(i) Waiting room.

(ii) Lavatories.

(iii) Hotel.

(iv) Restaurant.

(v) Garage (for private cars).

(5) Transport available to and from the aerodrome (car, railway, omnibus, etc.).

(6) Storage accommodation for goods and any special facilities available for particular traffic including landing facilities at seaplane bases.

(7) If Customs or health inspection facilities are provided give full particulars (including hours of attendance).

8. Meteorology.

(1) Prevailing winds at various seasons. Diurnal variation of wind.

(2) Season for dust storms, rains, etc.

(3) Prevalence of fog, ground mist or low clouds.

9. Local Regulations, etc.

(1) State particulars of any restrictions on flying in the neighbourhood of the aerodrome.

(2) Arrangements made for the receipt and promulgation of Meteorological information.

(3) Radio Signal Communication provided to aid the operation of aircraft.

(4) Records maintained of aircraft arrivals and departures.

(5) Charges for landing, housing, etc.

NOTE.—THE APPLICANT IS RESPONSIBLE FOR NOTIFYING THE DIRECTOR OF CIVIL AVIATION IN INDIA BY LETTER SHOULD THERE BE ANY ALTERATIONS TO THE PARTICULARS GIVEN ABOVE.

I hereby declare that the above particulars are true in every respect.

Signature of Applicant.....

Date. ....

Remarks by Inspecting Officer :—

Date.. ... . Signature .....

L90CA—1,200—22-9-37—GIPS

Appendix F G—1]

SUBJECT ..... 79 .....

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Section PP

File No. SB-36

Serial No. 8

Diary No. of letter replied to.....

No. Mmo. P2062/Genl 4

To

P. U. D

General and Revenue Secretariat

( )

the *193*

Here enter copy of letter No. 08-46 of 30-9-37 from the Director of Civil Aviation in India ~~Bombay~~

Date of issue 18-10-37

Signed by Mr. A.S.R.

Copy of the above with a Copy of Chapter IX (Revised) of "Note on the Preparation, Licensing and Operation of Civil Aerodromes and Landing Grounds" a ~~Copy of list of Pilots~~ together with Specimen Copies of the licensing forms referred to therein and a Copy of the list of Pilots ~~is~~ for forwarded to the Chief Engineer for information, with Compliments, in continuation of this office memo

List of enclosures.....

Copied by .....

Examined by.....